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The projected Belgrade-Bar railroad line described below is important because it will provide an outlet to Adriatic Sea. A map of the Yugoslav railroad network, published in the latest Yugoslav timetable, dated 19 May 1952, does not show this line as being under construction. Informativni prirucnik o Jugoslaviji, an official handbook

The Belgrade-Bar railroad line will be the first important transportation between Serbia and Montenegro. The eastern part of Yugoslavia, which includes Serbia, Montenegro, Macedonia, and the eastern part of Bosnia, with a total area of 85,000 square kilometers or about 34 percent of the total area of Yugoslavia, does not have a natural or short outlet by standard-gauge railroad to the Adriatic. Products from Macedonia and Serbia must be transported to Yugoslavia to Rijeka in order to be shipped out to world markets.

The following table shows how present routes to the Adriatic will be shortened by the new line:

	Distance to Rijeka (in km)	Distance to Bar (in km)	Difference (in km)
Belgrade	643	510	133
Nis	887	561	326
Rankovicevo	838	422	416
Kosovska Mitrovica	968	552	416
Skoplje	1,095	673	422

- 4 -

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The new railroad will pass through Valjevo, Uzicka Pozega, Titovo Uzice, Priboj, Prijepolje, Bijelo Polje, Kolasin, Titograd, Vir Pazar, and Bar.

The Belgrade-Bar railroad will be of special economic significance to Serbia because it is the most important mining area in Yugoslavia, and because it is highly developed agriculturally.

The railroad will also be of special economic importance to Macedonia, because of its large supplies of iron ore, coal, chromium, manganese, zinc, and lead, and because of its rich forest, agricultural, and fruit-growing areas.

The line will be of great importance to Montenegro, because of its large supplies of bauxite, lead, zinc, petroleum, and its vast forest areas. It will make possible the rapid economic and cultural development of Montenegro and the Sandzak. This line will cross an area of 29,000 square kilometers which has had no railroad facilities whatsoever, extending from Sarajevo to Cacak, Cacak to Mitrovica, Mitrovica to Titograd to Gabela, and Gabela to Sarajevo.

The railroad will be important in adding electrification of the Lim River.

The harbor at Bar, located near world markets, such as Egypt, southern Italy, southern France, Gibraltar, and other points, will become one of Yugoslavia's largest harbors, with the Belgrade-Bar railroad increasing trade in the harbor to 1.5 billion net tons yearly.

The new railroad line will transport about 2 million net tons of freight to Adriatic ports and about one million net tons to Belgrade yearly.

Passenger trains on the new railroad will consist of about two pairs of express trains and three to four pairs of passenger trains in the first few years. Passengers from Belgrade will be able to reach the Adriatic in 10 hours, and passengers from Nis will be able to make the same journey in 11 hours. These trips now require about 30 hours.

Part of the preparatory work on the projected 510-kilometer Belgrade-Bar railroad line has been completed. The routes between Belgrade and Valjevo, and between Kolasin and Bar have been definitely decided on. At the end of June, a commission was to leave to decide on the route between Valjevo and Priboj.

Work has begun on the terrain. A dam across Lake Scutari and the 1,384 meter-long Bela Reka tunnel near Belgrade are under construction.

The length of all tunnels will amount to 80 kilometers or more, or about 16 percent of the total length of the railroad line. The longest tunnel is to be 5-7 kilometers long.

In 1953, it is planned to begin major construction on the Belgrade-Valjevo and the Kolasin-Bar trunk lines. The entire railroad will take from 5 to 6 years to build.

[Appended maps follow:]

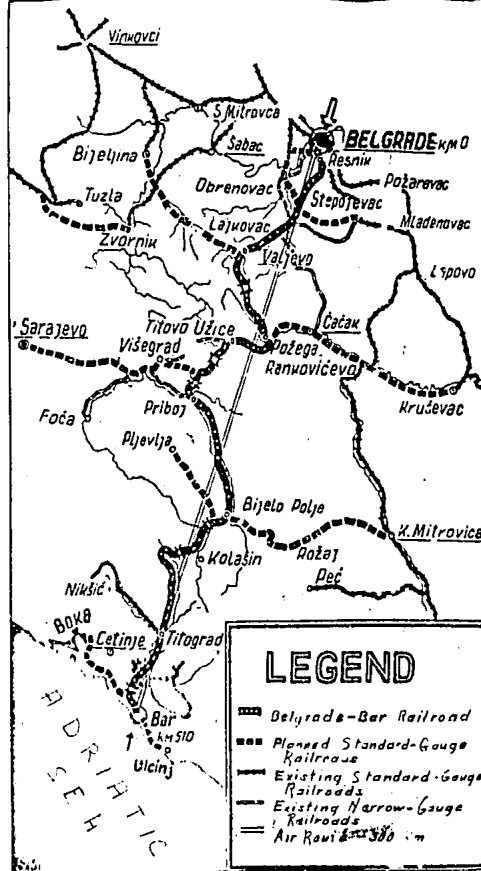
- 2 -

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PROJECTED ROUTE OF THE BELGRADE-BAR RAILROAD

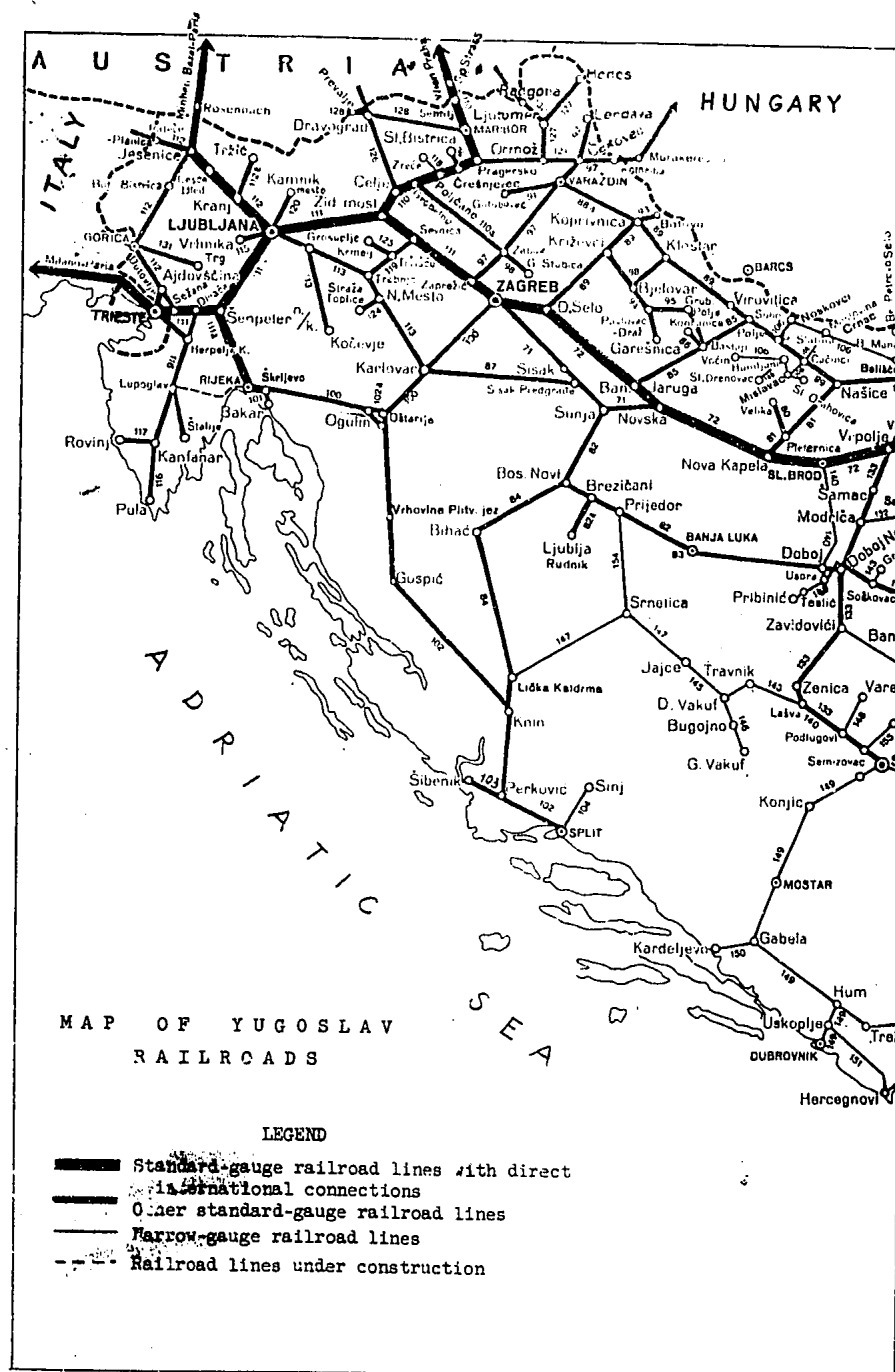


- 3 -

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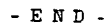
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- 4 -

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